

Hongkong Daily Press.

No. 13,919 號玖拾百玖千叁萬壹第 日捌十二月玖年捌十二精光 HONGKONG, WEDNESDAY, OCTOBER 29TH, 1902. 叁月禮 號玖十二月十年貳零百九仟壹英港香 PRICE, \$24 PER MONTH

London, 1st October, 1901

SUPREME COURT.

Tuesday, 28th October.

IN CRIMINAL JURISDICTION.

Before His Honour Mr. Justice GORDON.

THE FIRST STRYKER COLLAPSE.
The hearing of the case in which Cheong Hong, contractor, is charged with manslaughter in connection with the fatal collapse of the wall of a house in First Street on 28th July, was resumed.

Jury.—Messrs. E. Osborne, R. Martin, E. W. Mitchell, H. W. Robertson, G. H. Medhurst, E. A. Hewitt, and J. H. Lewis.

The Crown, represented by the Attorney-General (Hon. Sir E. B. Berkeley), instructed by Mr. H. L. Denby, Acting Crown Solicitor, Mr. E. H. Sharp, K.C., appeared for the prisoner, instructed by Mr. P. W. Goldring, solicitor.

P. T. Crisp, Inspector of buildings, under examination by the Attorney-General, said he had not previously known the accused, nor had he ever been asked by him to inspect this house. On 17th June he got a call from Mr. Tooker to go down to Centre Street to see if the new house had been started. He found that the new house had not been commenced, and reported accordingly to the office; he did not see No. 58, First Street. At that time the old house was in the course of demolition.

Crown-examined by Mr. Sharp, K.C.—So far as the F.W.D. was concerned, it was his duty to inspect dangerous buildings. He saw shoring at this place. He supposed he should inspect any shoring that he saw, but if he did so he would never get out of Queen's Road. On this occasion, he did not inspect the shoring, as he had not time to do so, and he had other work to do. The presence of shoring against a wall did not necessarily mean that the wall was an old one. Sometimes shoring was put up against a perfectly sound wall.

By His Lordship.—Of late he had been assisted in the inspection of buildings by Mr. Haggard, who, however, had a good deal of office work to do, and he would not help very much.

Witness.—I was head draughtsman in Messrs. George Trollope & Sons, one of the largest building firms in London.

Mr. Osborne.—As Inspector of dangerous buildings, does the witness not consider it part of his general duty when a house is being pulled down to see that the adjoining houses are properly shored up?

Witness.—Of course, it is part of my duty. I admit, but if you saw the number of shoring I have every reason to think that I would be surprised if I got through the shoring at all without looking at shoring. I got shoring from the police and the Sanitary Department, and anonymous letters, and if I let these things get behind I would never get through.

Mr. Osborne.—But being on the spot, it would not take very much longer for any one who went down to inspect the building to see that it was properly shored and do the job thoroughly.

His Lordship.—What is your salary, Mr. Crisp?

Witness.—\$150, with compensation.

His Lordship.—That is 150 three shilling dollars?

Witness.—Yes.

Mr. Osborne.—The jury would like to know whether the witness was specially engaged by the Government for the work?

Witness.—I shall have been two years in the service of the Government next November. I was engaged from Messrs. Trollope & Sons, office to come out to Hongkong for three years, and they were willing to take me back at the end of that time.

His Lordship.—Were you engaged as Inspector of buildings?

Witness.—I was engaged as clerk of the works on a Government building. My agreement was nothing about the inspection of buildings.

The Attorney-General.—On what building does it say on what building?

Witness.—No, they could not tell me what building it was going to be.

The Attorney-General.—I think you are sent here and there by your superior officers? On the day in question you were sent down to look at this particular job, and you went and did it?

Witness.—Yes.

Mr. H. L. Denby.—Does the witness take it that when he got into the house to go and do a certain duty he is to do nothing else that might come under his notice?

His Lordship.—Well, in this case all one can say is that it is information that he did not inspect the shoring, or that his special attention had not been called to it, he went down to see a certain thing and found that that thing had not been done.

The Attorney-General.—My point is that Mr. Crisp is an exceedingly busy man. He went to do one thing and did not attempt to do anything else. He did not see the house No. 58, or did not notice it.

Witness.—I may state that the shoring was not really in any state of decay. They were putting it up, but it was not completed. It was in course of construction. I was utterly unable to inspect it while it was being built.

Mr. Sharp.—That is true.

Witness.—Yes.

Witness.—Yes, you saw some of the shoring first and some of it being fixed?

Witness.—Yes, from the other end of the house.

Mr. Sharp.—But it is a fact that the shoring was actually being put up and that you were not equal to it, the reason why it was being put up?

Witness.—Had I passed I would very likely have given it a glance.

Mr. Sharp.—Your duties are those of building Inspector?

Witness.—Yes.

Mr. Sharp.—And see that duty of yours (duty imposed) when the Inspector of buildings which you make is Inspector of dangerous walls?

Witness.—Sometimes one hour, sometimes one and a half, sometimes two hours. It is regulated by the chits you receive?

Witness.—Yes; if I have no chits I inspect new buildings; if I have, I leave these alone.

Mr. Osborne.—Has the witness ever reported to his superior officers that he had more work than he was able to perform?

Witness.—I have on several occasions.

The Attorney-General.—I understand that you cannot go away and do what you like, but that your work is mapped out for you?

Witness.—It is mapped out for me by the chits. If I answer these chits I have done my duty for the day.

The Attorney-General.—He follows his instructions and he has done his duty.

His Lordship.—Can you give me any idea of the number of works last year; that is, new houses and the various things you had to attend to coming under this definition? I take it that that means the demolition of houses?

Witness.—I could not give you the exact figure; it was some thousands. There were 2,000 new houses being erected.

The Attorney-General.—There were 2,860 new houses being erected last year.

Witness.—Yes; and I dare say there were about 3,000 houses being altered.

F. T. H. Hewitt, R.E., gave technical evidence, he having visited the scene of the collapse in the beginning of September. He was of opinion that the wall of the first-floor kitchen fell out first and that in consequence of this wall falling on the floor of the upper kitchen fell down.

By His Lordship.—If he had been contractor for the taking down of these houses, he would certainly have put in a different class of shoring and possibly in different positions.

This closed the evidence for the Crown.

Mr. Sharp, in opening the case for the defence, said he proposed to tell the jury very shortly what was their explanation of the way in which the collapse occurred, reserving until afterwards any further remarks or argument. But at the outset he would ask the jury to carefully distinguish between this case and the recent long series of collapses of new buildings in the Colony. This case had been generally spoken of and regarded, he thought, as one of that series of collapses which naturally occurred in the demolition of old buildings.

He said that the first of the series of collapses which had come before the Court and attracted attention had therefore been drawn to it, and he submitted that this case was entirely different from practically all the other cases in the series of collapses which had occurred during the past few years. These were practically all cases of collapses of new buildings, completed or in course of erection, and for the condition of such buildings occasioning collapses of course the weather was, he supposed, the immediate accelerating cause; and he thought the contractor was primarily responsible. If the work or material was primarily defective, the contractor in these cases was no doubt responsible. But this wall was an old wall. For the condition of that wall and the material of which it was built, it was not responsible. He had nothing to do with the defects in that wall. He was not responsible for them being there and had nothing to do with them in any way unless they were such defects as he ought reasonably to have discovered on an ordinary external inspection of the wall. That was to say, if the defects in this wall had led to the collapse, the defendant was in no way responsible whatever in the matter, unless it could be shown beyond all reasonable doubt that it was his work that he was doing next door that caused it. The only connection between this case and the series of collapses of new buildings this year was that they lay on about the same time. That of course was due to the phenomenal weather we had had for two and a half months before the collapse, and it was extremely unfortunate for the defendant that the accident happened when it did—that was to say, when these other collapses occurred—because, as he had said, it had drawn an amount of attention to this case, which there was no question at all would not otherwise have been drawn to it. As with the facts were largely in agreement with the facts that he had been before the Court, but they took the evidence one step further back, as shown by the evidence of people both inside and outside the house, who saw all that occurred, what portion of the wall that fell first, and in what direction it went. The defence accepted the evidence that had been given, except that of one or two people who were in the house. But in carrying the story one step further back and showing why that happened which did happen; their evidence was entirely opposed to the theory of the prosecution. That was the theory evolved by one who visited the site after the collapse and, finding the debris outside in the lane, assumed, in the absence of any other evidence, that the wall had collapsed outwards and that the debris had fallen immediately into the position in which it was found. Two of the witnesses called by the Crown as having been in the house when the collapse occurred were not in a position to see the whole wall that collapsed. Of course at the Coroner's enquiry no evidence was called by the defence at all, because at that time nobody was charged.

The Attorney-General.—Of course they were at liberty to give evidence.

Mr. Sharp replied that the Chinese were not given to rushing into Court. The story of the defence was that the second story portion of the wall fell first. They had the evidence of a good many witnesses, most of them entirely disinterested, and that would show that this part fell first. The top part of the wall fell inward, that was towards the east, and in all that followed was a consequence of that. Practically that gave the jury the whole explanation. The weight of this portion of the wall was some four or five tons. It fell on the floor which admittedly was not in a very sound condition. It drove that floor into a position diagonally across the kitchen below, the lower end being towards the west, the brick work tumbled after it and as it got into that position it was quite clear—

Witness.—In fact one witness said he actually saw it—that the brick work which had fallen upon the sloping floor went in an avalanche down that floor and knocked up against the wall of the first-floor kitchen, which gave way and let the debris shoot out into the lane and spread a little bit over the adjoining site. If there had been a brick pier under this floor it was quite likely that the floor would have withstood the weight of the falling debris. Witnesses would be called who were on the top floor of the house when the collapse occurred and on the neighbouring site of the Centre Street houses which had been demolished, who were in a position to see from the outside the whole of this wall fall first. That being so, he thought it would be made perfectly clear by expert evidence that the collapse could not be by any possibility have been caused by the removal of the support. The collapse was produced at the wall, the support was taken away, but the wall fell in the opposite direction to that in which it was shored up to prevent falling, and

because this portion of the wall was clearly shored up and always had been external. So there was no question of the exposure of an internal wall.

Let Tak, painter, was the first witness called for the defence. On the date of the collapse he was living on the second floor of 58, First Street. He was sitting in the passage a short distance from the kitchen when he got the first intimation of the collapse; he heard a noise. There was nobody in the kitchen. The noise proceeded from the direction of the kitchen. He stood up and then saw bricks and mortar dropping down on to the kitchen floor. A great quantity fell. These came from the western wall. Owing to the weight of the falling material the floor of the kitchen fell down. He could see the western wall of the kitchen wall. The debris from the upper kitchen knocked against the wall and the force knocked that wall into the lane. He afterwards ran down into the street.

Crown-examined.—The reason he did not give evidence before the Coroner was that he was not asked by anyone to do so. He came forward now because Mr. Sharp asked him. The wall of this kitchen did not fall inward because of the lower portion bulged out.

Chang Kew, mother of the last witness, gave evidence of a corroborative kind.

Li Tsun, plumber, deposed that he was, at the time of the collapse, on the site of the Centre Street houses looking at some old pipes he wanted to buy. While standing there he heard a noise coming from the direction of 58, First Street, and on looking up at the wall he saw a wall of the second floor fall inward into the kitchen. The floor of the top-floor kitchen dropped down in a sloping direction and the brick which went down together with this floor shot out into the lane. The bottom part of the wall came outwards.

Crown-examined.—He had not attended the Coroner's enquiry because he did not know the Coroner required his attendance; he had his own business to attend to, and he was never sent for.

Tung Kwai, scaffolding contractor, 48, First Street, said that the scaffolding work in connection with the new houses in Centre Street was done by his firm. Witness experienced the erection of the shoring. Subsequently, defendant came to the shop and said that the typhoon signal was up and he wanted the shoring at No. 56 to be made safe.

Lei Yum, accountant with the scaffolding firm, said that the original contract price was \$310; the extra shoring cost \$40, and was to be placed against the western wall of No. 56.

Crown-examined.—The reason he did not attend the enquiry was that he did not know it was going on.

The mistress of the scaffolding firm corroborated.

J. Orange, civil engineer and architect, of the firm of Leigh & Orange, said he had had experience of the Colony since 1893. He had visited the scene of the collapse several times since it happened. He found that the whole of the western wall of the second floor had gone. He considered that the shoring placed against the wall was sufficient to replace the support that had been removed, judging from the external appearance of the wall. This wall was not a well built wall; it was practically in two parts, with a hollow space between; it was not properly boarded. These defects could not have been observed from an external examination. Apart from these defects the wall should have stood; the thickness was quite adequate for the height. He noticed nothing unusual in the way of cracks in the wall. A house might have a crack and yet be perfectly strong. There was no disturbance in the western wall attributable to the operations in Centre Street. The foundations had not been affected. His explanation of how the thing occurred was that the wall was weakened by the phenomenal wind and rain in June and July. At any time, under these circumstances, a sudden gust of wind might cause the western wall to fall inward; the weight of the wall falling in on to the floor would cause the floor to fall, and the floor would fall first; and the descending debris would fall on to the first-floor kitchen and shoot it into the lane. That was his theory, and it seemed reasonable looking at the present position of the wall. The western wall of the second floor kitchen—the portion which fell first—had to all appearance always been an external wall. If the wall had fallen outward, he did not see how the floor could have stood in the same way as the roof had done. He believed that several old houses had collapsed during the past wet season. On the day previous to the collapse there was a rainfall of 5.235 in., accompanied by a westerly wind of 19.2 miles average force. The shoring up of a dangerous wall was work of a kind that Chinese contractors were well accustomed to, and work which they did uncommonly well.

Crown-examined.—The rain driven by the wind on to this wall would soften and weaken the bricks and mortar. If after the collapse the bricks and mortar were found to be hard that would be against the wind-and-rain theory. He could not say why one portion of the wall should fall, as the result of the wind and rain, more than another.

The Attorney-General.—Are you not rather interested in this wind-and-rain theory?

Witness.—No, indeed.

The Attorney-General.—Did you not have a whole set of your houses collapse?

Witness.—No.

The Attorney-General.—Is not there an enquiry going on just now with regard to the collapse of your houses in Kowloon City Road?

Witness.—It was not a set of houses, but one wall in a block of houses.

The Attorney-General.—You were the architect?

Witness.—Yes.

The Attorney-General.—And there was a collapse on 18th July?

Witness.—I cannot speak as to the date.

The Attorney-General.—You were the architect?

Witness.—Our firm was.

The Attorney-General.—I want to know whether your firm is interested in supporting the wind-and-rain theory? This house in Kowloon City Road fell and killed ten people?

Witness.—Yes.

The Attorney-General.—Are you not prepared to suggest that the wind and rain brought them down?

Witness.—I am not prepared to put forward any theory.

The Attorney-General.—I suppose you will have to when these cases are enquired into.

Witness.—No doubt one of the members of our firm will look after that.

His Lordship.—I would not press that matter further, Mr. Attorney.

By his Lordship.—In his opinion as an

architect, if he had had the pulling down of the Centre Street houses, and therefore the taking down of the wall of No. 58, First Street, he would have considered a vertical shoring sufficient unless he had noticed that the adjoining wall was showing signs of weakness, when probably he would have placed sloping shores against the wall.

A Turner, architect, gave evidence corroborative of that of the previous witness. He considered the supports put up against the wall which collapsed were amply sufficient to replace the support taken away.

The Court afterwards adjourned.

LATE TELEGRAMS.

NEWS VIA SHANGHAI.

SOUTH AFRICA.

EX-PRESIDENT KRUGER.

Intimation comes from Amsterdam that ex-President Kruger wishes to give up his residence there and return to South Africa. He has been led to this conclusion by the importunities of his family and friends, and is said to be willing to renounce his irreconcilable platform, at least by ceasing to advocate it, if the British authorities will consent to his return. It is reported that he cares to remain in Europe only long enough to supervise personally the publication of his memoirs.

London, 23rd October.

Capetown advises report menacing conditions because of the large number of unemployed in the rebel districts. Natives there have spent the money allowance distributed among them, and finding labour overstocked and living dear, they are venturing their discontent in disorder which the vigilance of the government has not yet been able to repress.

London, 23rd October.

Despatches here credit the Times with forebodings of trouble in Zululand between Boers and natives. Bitter feeling existing since Zululand was killed by Boers in Vryheid threatens to result seriously. The Boers retain the arms furnished them for the war—Shanghai Times.

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CALENDARS. CARDS. LABELS. MAPS. PLANS. [2657]

NORTHERN NOTES.
The following items are from the J. & T. Times of the 14th-18th inst.—
According to the native papers there is some chance of a part of the profits made by the British Railway Administration—the last six weeks before the line was handed back, being divided among the foreign employees of the line, as the Chinese Government is greatly pleased at the way the line was worked by the British Administration.

It is reported that M. Witterwill visit Korea with the object of supporting M. Alexieff in the reorganisation of Korean finance.

The Russian School which was started in Peking last year and fell through by reason of the non-attendance of the pupils, is about to be tried again, pupils being paid \$6 a month to attend. Truly everything goes by contrary in China.

We hear that the report recently given in the native papers as to Sir Ernest Satow's funeral, is quite correct, and that His Excellency will leave Peking within the next fortnight. We are sure everyone will agree that Sir Ernest richly deserves his holiday. Mr. Townley will be *Chargé d'Affaires* in the absence of the Minister.

Dr. Morrison has returned to Tientsin after an extensive tour in Manchuria. He goes up to Peking. The Doctor was greatly impressed by the remarkable courtesy of the railway officials and the liberality of their arrangements all over the system—a courtesy and liberality, moreover, which is extended to all.

The Industrial School, Peking, has sent over \$34,000 worth of surplus and old-fashioned wares to the Hanou Exhibition, in addition to carpets and various lines in carous. A great number of officials inspected the goods before they left, and even the conservatives seemed pleased at the idea of the exhibition, and contributed some choice exhibits themselves.

The Governor-General of Moukden has issued a notification that double taxes will be levied on the people in order to meet the indemnity claims of missions and native Christians. It was distinctly stipulated in the agreement with the missions that no extra taxes should be levied on the people, and the folks at Chinkow fear the notification may lead to trouble.

The presence of the foreign soldiers is likely to have very considerable effect in the future of these Concessions. Time-expired men of all nationalities are offering to stay in North China; and in their former civilian capacities are seeking to make new openings for themselves in the Far East. There are numbers of men of excellent character who are trying to effect this new departure. The proposed ventures in the way of market-gardening, dairy-keeping, to say nothing of stores, &c., are largely dependent on this element.

We hear with very great pleasure that Mr. H. Cockburn, C.B., Chinese Secretary of His Majesty's Legation in Peking, has been given the rank of First Secretary of Legation. This honour is unprecedented in the history of Chinese Secretaries, and we should like to regard it as a proof that the Foreign Office more highly appreciates the importance of the position, and has a deeper sense of the arduousness of the duties. Mr. Cockburn will have the warm congratulations of his many friends and admirers in China.

The Empress Dowager is said to be much dissatisfied with the list of officials nominated by the Grand Council as successors to the late Liu Kung-yi. She insists very emphatically on the best man being nominated, regardless of age or whether he is a personal friend of the members or not.

On the 10th, at 8 a.m., the Dragon flag was hoisted at the Newchwang Railway Station to accompany the train of three blasts from a locomotive's steam whistle.

Major Dick had an unique send-off on the 16th inst. With his usual modesty and wish to avoid "fuss and feather" the Major had asked his brother-officers not to come to the station, but this in no way precluded a remarkable demonstration of regard by the officers of the members or not.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	CHUSAN	Brit. str.	1	C. L. Daniel	P. & O. S. N. Co.	On 8th Nov. at Noon.
LONDON, via SUEZ CANAL	MEMELAND	Brit. str.	1	Stevenson, R.N.E.	BUTTERFIELD & SWIRE	On 11th November.
LONDON, via SUEZ CANAL	AGAMEMNON	Brit. str.	1	Stevenson, R.N.E.	BUTTERFIELD & SWIRE	On 14th November.
LONDON, via SUEZ CANAL	TANTALUS	Brit. str.	1	Stevenson, R.N.E.	BUTTERFIELD & SWIRE	On 25th November.
LONDON, via SUEZ CANAL	PINGUEY	Brit. str.	1	Stevenson, R.N.E.	BUTTERFIELD & SWIRE	On 8th November.
LIVERPOOL DIRECT	DEUCALION	Brit. str.	1	Stevenson, R.N.E.	BUTTERFIELD & SWIRE	On 20th November.
LIVERPOOL DIRECT	ALCINOUS	Brit. str.	1	Stevenson, R.N.E.	BUTTERFIELD & SWIRE	On 20th November.
MARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	INABA MARU	Jap. str.	2	W. Bainbridge	NIPPON YUSEN KAISHA	On 1st Nov. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	ERNEST SIMONS	Jap. str.	2	Dapuy Fromy	MESSAGERIES MARITIMES	On 3rd November, at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	HITACHI MARU	Jap. str.	2	J. Cammell	NIPPON YUSEN KAISHA	On 15th Nov. at Daylight.
BREMEN, via PORTS OF CALL	HAMBURG	Ger. str.	2	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On 14th Nov. at Noon.
HAVRE & HAMBURG	SAXONIA	Ger. str.	2	E. Burmeister	MEYER & CO.	On 1st Nov. at Noon.
HAVRE & HAMBURG	MARBURG	Ger. str.	2	Jaeger	HAMBURG-AMERIKA LINIE	On 6th November.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2	Brehmer	HAMBURG-AMERIKA LINIE	On 19th November.
HAVRE & HAMBURG	ALESIA	Ger. str.	2	Niedermeyer	HAMBURG-AMERIKA LINIE	On 3rd December.
TELEST, &c., via SINGAPORE, &c.	MAQUIS BACQUEHEM	Brit. str.	2	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 17th December.
NEW YORK via PORTS & SUEZ CANAL	LOTHIAN	Brit. str.	2	Rashevich	SANDER, WIELER & CO.	On 15th November, P.M.
NEW YORK via PORTS & SUEZ CANAL	CHARLES TIERGHEN	Brit. str.	2	Dodwell & Co. Ltd.	DODWELL & CO. LTD.	About 23rd inst.
BALTIMORE & NEW YORK	EMPEROR OF INDIA	Brit. str.	2	O. P. Marshall, R.N.E.	ARNHOLD, KARBURG & CO.	On or about 23rd November.
YANCOOVER, via SHANGHAI, &c.	OLYMPIA	Brit. str.	2	E. Beetham, R.N.E.	CANADIAN PACIFIC R. CO.	On 3rd December, at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	YANGTSE	Brit. str.	2	J. Truebridge	DODWELL & CO. LTD.	On 3rd December.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	2	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 1st November.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	INDAPURA	Jap. str.	2	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 4th Nov. at 4 P.M.
PORTLAND, OREGON	YAWATA MARU	Jap. str.	2	A. E. Moses	NIPPON YUSEN KAISHA	On 14th November.
AUSTRALIAN PORTS	TSINAN	Brit. str.	2	P. T. Helms	GIBBS, LIVINGSTON & CO.	On 15th November.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	2	H. Fraser	NIPPON YUSEN KAISHA	On 20th Nov. at 4 P.M.
AUSTRALIAN PORTS	KASUGA MARU	Brit. str.	2	E. Spier, R.N.E.	P. & O. S. N. Co.	On 24th Nov. at Noon.
YOKOHAMA, via SHANGHAI MOJI & KOBE	SHANGHAI	Jap. str.	2	K. Kori	NIPPON YUSEN KAISHA	On 4th November, at Noon.
KOBE & YOKOHAMA	KAROSHIMA MARU	Jap. str.	2	J. S. Thompson	NIPPON YUSEN KAISHA	On 21st Nov. at Daylight.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	2	W. Thompson	NIPPON YUSEN KAISHA	On 4th Nov. at Daylight.
NAGASAKI & KOBE	SADO MARU	Jap. str.	2	E. W. Haswell	BUTTERFIELD & SWIRE	On 28th Nov. at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	2	C. Dewers	MEYER & CO.	Quick despatch.
SHANGHAI	WOOSUNG	Ger. str.	2	Nagao	MESSAGERIES MARITIMES	On 2nd November.
SHANGHAI, NAGASAKI, MOJI & YOKOHAMA	GERA	Brit. str.	2	P. J. Fox	P. & O. S. N. Co.	On or about 3rd November.
SHANGHAI, NAGASAKI, MOJI & YOKOHAMA	SYDNEY	Brit. str.	2	T. W. Groves	OSAKA SHOSHEN KAISHA	On 2nd November.
SHANGHAI, NAGASAKI, MOJI & YOKOHAMA	PANAMA MARU	Brit. str.	2	T. Saito	OSAKA SHOSHEN KAISHA	On 2nd November.
TAMU, via SWATOW & AMOY	DAIGI MARU	Jap. str.	2	Tate	OSAKA SHOSHEN KAISHA	On 2nd November.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2	A. Fraser	SHEWAN, TOMES & CO.	To-morrow, at 4 P.M.
MANILA	ROHITA MARU	Brit. str.	2	R. W. Almond	SHEWAN, TOMES & CO.	On 4th November, at 4 P.M.
MANILA	ZAFU	Brit. str.	2	J. G. Spence	DAVID SASSOON & CO., LD.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	2	M. Yagi	NIPPON YUSEN KAISHA	On 7th November, at Noon.
SINGAPORE, COLOMBO & BOMBAY	IZUMI MARU	Jap. str.	2			

SHIPPING.

ARRIVALS.
Oct. 27, ROSETTA MARU, Japanese str., 2,402 T. tons, Manila 25th October, General.—MITSUI BUSSAN KAISHA.
Oct. 28, BENVENUE, British steamer, 1,407 A. Webster, Hongkong 15th October, Lico.—GIBBS, LIVINGSTON & CO.
Oct. 28, CLETTENHAM, British steamer, 2,415 Brophy, Moji 22nd Oct., Coal.—BRADLEY & CO.
Oct. 28, FAUSANG, British str., from Canton.
Oct. 28, GUENFALLOCH, British str., 1,434 R. S. Bainbridge, Singapore 20th Oct., General.—CHINESE.
Oct. 28, HAMBURG, German steamer, 657 E. Burmeister, Yokohama 18th October and Shanghai 25th, Mail and General.—MEYER & CO.
Oct. 28, ICHANG, British str., from Canton.
Oct. 28, KONG BENG, German str., 862, Portpart, Bangkok 19th Oct., River.—BUTTERFIELD & SWIRE.
Oct. 28, LAISHAN, Chinese str., 1,216 W. Jamieson, Shanghai 25th Oct., General.—CHINESE.
Oct. 28, TAINAN, British str., 1,160 Lindbergh, Australia and Manila 25th Oct., General.—BUTTERFIELD & SWIRE.

CLEARANCES.
At THE HARBOR MASTER'S OFFICE.
28th October.
Fauang, British str., for Shanghai.
Glenfalloch, British str., for Amoy.
Hanai, French str., for Hongkong.
Hue, French str., for Kwangchowwan.
Ichang, British str., for Shanghai.
Michael Jensen, German str., for Fakhai.
Ningpo, British str., for Canton.
Shanout, British str., for Manila.

DEPARTURES.
28th October.
CHINA, American str., for San Francisco.
EMMA LYDEN, German str., for Saigon.
HATAN, British str., for Swatow.
HANAI, French str., for Hongkong.
KOWLOON, German str., for Chinkiang.
MARBURG, German str., for Fakhai.
NINGPO, British str., for Canton.
REIN, Norwegian str., for Bangkok.

VESSELS IN DOCK.
28th October.
ABRECHEN DOCK.—Talent, Palmar.
KOWLOON DOCK.—Solent, Lagan, P. Heyen, Zaire, Hailong, Anping Maru, R.M.S. Queen, Feichoo.
COSMOPOLITAN DOCK.—Ingalls, Nazhian.

SHIPPING REPORTS.
The Chinese steamer Tachien, from Shanghai 25th Oct., had N.E. wind, light breeze and moderate sea.
The British steamer Tachien, from Australia 2nd Oct., had light to moderate winds and fine, clear weather throughout.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
STEAM FOR SHANGHAI, NAGASAKI, HOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"GERA."
OF THE NORDDEUTSCHER LLOYD.
Captain C. Dewers, due here with the outward German Mail about THURSDAY, the 29th inst., P.M., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MEYER & CO., Agents.
Hongkong, 27th October, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"SYDNEY."
Captain Negre, will be despatched for the above ports on or about SUNDAY, the 2nd November.

DE CHAMPEAUX.
Agent.
Hongkong, 28th October, 1902.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING."
Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 29th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD., Agents.
Hongkong, 25th October, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE ISLANDS.)
PROPOSED SAILINGS FROM HONGKONG, 1902.

"LOTHIAN" About 29th Oct.
"LOWTHER CASTLE" 4th Nov.
"BORDER KNIGHT" 15th Nov.
"ORONO" To follow.
"CROYDON" To follow.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 29th October, 1902.

TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.
THE Company's well-known Steamship
"ROSETTA MARU,"
3,876 Tons,
Captain Tate, will be despatched for MANILA TO-MORROW, the 29th inst., at 3 P.M.
Magnificent accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents,
Prince's Buildings, Tea House Street,
Hongkong, 27th October, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"ZAFIRO,"
Captain A. Fraser, will be despatched for the above port TO-MORROW, the 30th inst., at 4 P.M.
Highest-class Passenger Steamers. High powered, newest and most up to date on the run. All Accommodation unimpaired. Electric Light and all other modern improvements. A Surgeon is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers,
Hongkong, 24th October, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"RUBI,"
Captain R. W. Almond, will be despatched for the above port on TUESDAY, the 4th November, at 4 P.M.
Highest-class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation unimpaired. Electric Light and all other modern improvements. A Surgeon is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers,
Hongkong, 28th October, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"ZAFIRO,"
Captain A. Fraser, will be despatched for the above port TO-MORROW, the 30th inst., at 4 P.M.
Highest-class Passenger Steamers. High powered, newest and most up to date on the run. All Accommodation unimpaired. Electric Light and all other modern improvements. A Surgeon is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers,
Hongkong, 24th October, 1902.

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For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers,
Hongkong, 24th October, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAXONIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 6th Nov. Freight.
SERBIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 19th Nov. Freight.
Capt. Brehmer	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 3rd Dec. Freight.
MARBURG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 17th Dec. Freight.
Capt. Neidermeyer	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 31st Dec. Freight.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 31st Dec. Freight.
Capt. Borch	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 31st Dec. Freight.
ALESIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 31st Dec. Freight.
Capt. Schoenfeldt	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 31st Dec. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

13

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, via SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 2nd November.
TAMU, via SWATOW AND AMOY	"DALIN MARU"	SUNDAY, 9th November.
ANPING, via SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 29th October.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

Steamers will go alongside the highest class at Lloyd's Government Marine Surveyors, and are registered under the highest class at Lloyd's.

Steamers will go alongside the Co.'s Port on the Customs' water-front premises at Tsimshui to land all passengers and cargo.

River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 28th October, 1902.

T. ARIMA, Manager.

15

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Dates.
OLYMPIA	J. Truebridge	2,837	October 29th
DUKE OF FIFE	J. S. Cox	3,821	November 4th
SHAWMUT	W. M. Smith	9,606	November 7th
TACOMA	A. Dixon	2,811	November 15th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED.
GENERAL AGENTS.
Hongkong, 24th October, 1902.

7

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. "Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 12 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

R.M.S. "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N. WEDNESDAY, 1st Nov.
R.M.S. "TANTALUS" Comdr. E. Beetham, R.N. WEDNESDAY, 1st Nov.
R.M.S. "EMPEROR OF JAPAN" Comdr. J. P. Marshall, R.N. WEDNESDAY, 1st Nov.
R.M.S. "ATHENIAN" Comdr. H. Mowbray, R.N. WEDNESDAY, 1st Nov.
R.M.S. "EMPEROR OF CHINA" Comdr. J. P. Marshall, R.N. WEDNESDAY, 1st Nov.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line, through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIA OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Reduced tickets to various points at reduced rates. Good for 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93, 96, 99, 102, 105, 108, 111, 114, 117, 120, 123, 126, 129, 132, 135, 138, 141, 144, 147, 150, 153, 156, 159, 162, 165, 168, 171, 174, 177, 180, 183, 186, 189, 192, 195, 198, 201, 204, 207, 210, 213, 216, 219, 222, 225, 228, 231, 234, 237, 240, 243, 246, 249, 252, 255, 258, 261, 264, 267, 270, 273, 276, 279, 282, 285, 288, 291, 294, 297, 300, 303, 306, 309, 312, 315, 318, 321, 324, 327, 330, 333, 336, 339, 342, 345, 348, 351, 354, 357, 360, 363, 366, 369, 372, 375, 378, 381, 384, 387, 390, 393, 396, 399, 402, 405, 408, 411, 414, 417, 420, 423, 426, 429, 432, 435, 438, 441, 444, 447, 450, 453, 456, 459, 462, 465, 468, 471, 474, 477, 480, 483, 486, 489, 492, 495, 498, 501, 504, 507, 510, 513, 516, 519, 522, 525, 528, 531, 534, 537, 540, 543, 546, 549, 552, 555, 558, 561, 564, 567, 570, 573, 576, 579, 582, 585, 588, 591, 594, 597, 600, 603, 606, 609, 612, 615, 618, 621, 624, 627, 630, 633, 636, 639, 642, 645, 648, 651, 654, 657, 660, 663, 666, 669, 672, 675, 678, 681, 684, 687, 690, 693, 696, 699, 702, 705, 708, 711, 714, 717, 720, 723, 726, 729, 732, 735, 738, 741, 744, 747, 750, 753, 756, 759, 762, 765, 768, 771, 774, 777, 780, 783, 786, 789, 792, 795, 798, 801, 804, 807, 810, 813, 816, 819, 822, 825, 828, 831, 834, 837, 840, 843, 846, 849, 852, 855, 858, 861, 864, 867, 870, 873, 876, 879, 882, 885, 888, 891, 894, 897, 900, 903, 906, 909, 912, 915, 918, 921, 924, 927, 930, 933, 936, 939, 942, 945, 948, 951, 954, 957, 960, 963, 966, 969, 972, 975, 978, 981, 984, 987, 990, 993, 996, 999, 1002, 1005, 1008, 1011, 1014, 1017, 1020, 1023, 1026, 1029, 1032, 1035, 1038, 1041, 1044, 1047, 1050, 1053, 1056, 1059, 1062, 1065

OCEAN STEAM SHIP COMPANY, LD.

FROM	OUTWARDS	TO	DATE
GLASGOW and LIVERPOOL	"TANTALUS"	On 8th November.	
GLASGOW and LIVERPOOL	"ALCINOUS"	On 18th November.	
GLASGOW and LIVERPOOL	"PELUS"	On 3rd December.	
FOR	HOMEWARDS	TO	DATE
LONDON	"MENELAUS"	On 11th November.	
LIVERPOOL DIRECT	"DEUCALION"	On 20th November.	
(Taking Cargo at London Rates)	"AGAMEMNON"	On 25th November.	
LONDON	"TANTALUS"	On 9th December.	
LIVERPOOL DIRECT	"ALCINOUS"	On 20th December.	
(Taking Cargo at London Rates)			

Hongkong 28th October, 1902.

BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	OUTWARDS	TO	DATE
GLASGOW and LIVERPOOL	"YANGTZE"	On 30th October.	
GLASGOW and LIVERPOOL	"TEENKAI"	On 10th November.	
GLASGOW and LIVERPOOL	"MOYUNE"	On 27th November.	
GLASGOW and LIVERPOOL	"OPOAK"	On 10th December.	
FOR	HOMEWARDS	TO	DATE
LIVERPOOL DIRECT	"PINGSUEY"	On 8th November.	
(Taking Cargo at London Rates)			

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and	"YANGTZE"	On 1st November.	
all PACIFIC COAST PORTS, via	"TEENKAI"	On 21st November.	
NAGASAKI, KOBE & YOKOHAMA	"MOYUNE"	On 29th November.	
	"OPOAK"		

Hongkong, 20th October, 1902.

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"WOOSUNG"	On 20th October.	
PORT DARWIN, THURSDAY			
ISLAND COOKTOWN, CAIRNS,			
TOWNSVILLE, BRISBANE,			
SYDNEY and MELBOURNE	"TSINAN"	On 15th November.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

Hongkong, 28th October, 1902.

BUTTERFIELD & SWIRE,
AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG	THROUGH	TO	DATE
SHANGHAI, INLAND			
SEA OF JAPAN, KOREA & YOKOHAMA			
OPERATING IN CONNECTION WITH THE			
OREGON RAILROAD & NAVIGATION CO.			
INDRAPURNA	4,899	Hollingsworth	November 14, 1902
INDRAPURNA	4,899	B. P. Craven	December 14, 1902
INDRAPURNA	4,899	W. C. Craven	January 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 28th October, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
FLYING DUTCHMAN LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERAK, GULF, CONTINENTAL, AMERICAN, AND SOUTH AFRICAN PORTS.

THE Steamship "CHUSAN"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 8th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles, and London; other cargo, for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

SANDER, WILBER & CO., Agents.

Hongkong, 27th October, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd November, 1902, at 1 p.m., the Company's Steamship "ERNEST SIMONS," Captain Dupuy Fromy, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Australien," which vessel takes on her Passengers and Mails, leaving that port on the 15th November, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 2nd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd October, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

REDUCED RATES, particulars of which can be obtained on application to the Underwriter.

NEXT SAILINGS.

"TSINAN" leaves on 15th November.

"CHANGSHA" leaves on 26th December.

"CHINGTU" leaves on 29th December.

Superior accommodation amidst ships. Electric light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provision during the entire voyage. Daily qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

Hongkong, 2nd October, 1902.

[1861]

STEAM FOR BALTIMORE AND NEW YORK.

THE French Steamer "CHARLES TIBERGHIEN" will be despatched for the above ports on or about 5th November. For Freight, apply to ARNHOLD, KARBURG & CO., Agents.

Hongkong, 15th October, 1902. [274]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at TEMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AUSTRALIAN" Captain P. T. Holmes will be despatched as above on THURSDAY, the 20th November, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th October, 1902. [282]

NATAL LINE OF STEAMERS.

THE Underwriter GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1902.

NOTICE TO CONSIGNEES.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "CROYLON" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 4th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LD., Agents.

Hongkong, 25th October, 1902. [282]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship "MAAR R." Captain Niedermeier, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 23rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 21st October, 1902. [282]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MASSILIA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Oceana."

From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day, the 24th inst.

Goods not cleared by the 31st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 24th October, 1902.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "PATROCLUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, LD.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 29th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 29th inst.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd October, 1902. [1]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAVERING," FROM PACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOI.

THE above steamer is hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 23rd October, 1902. [7]

M. R. CHADWICK K. W. DENTAL SURGEON.

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 a.m. to 5 p.m. Hongkong, 19th March, 1902. [2458]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—Loaded with—With Powder Powder only, and 1 oz. of Shot.

Primrose Cases, \$4.25 78.00

Legrand Cases, 6.85 8.50

Reactor Cases, 7.50 9.25

Apply to—WM. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 3rd July, 1902. [1839]

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.

WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG KONG FOR THE FAR EAST FOR 1902.

THE FORTIETH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only in the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, ably revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, worth alone of study to fill a large volume.

The CHRONICLE AND DIRECTORY, although printed in smaller type than the former, and condensed in every possible manner, contains over four more pages.

Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,574, \$9.00. Directory only pp. 1,172, \$5.00.

NOW ON SALE.

IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY.

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advances of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is illustrated and explained in English, and for students of a most instructive nature. Both the Court and Panti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with native who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and the native themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be of invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

4 Vols. IMPERIAL QUARTO. Price \$20.

A Large REDUCTION IN PRICE is made to Purchasers of SIX or more Copies.

HONGKONG: "DAILY PRESS" OFFICE, 14, DES VOUX ROAD CENTRAL.

[2458]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady E. R.

Care of Office of this Paper. Hongkong, 23rd February, 1901. [2352]

G. H. & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 53, Peel Street, Hongkong, have just received for sale at their stall at the Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums, Pictorial Post Cards, Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Lenses, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or let class refer to. [2784]

CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS:—

EXCHANGE LINES. \$80 Per Annum.

PRIVATE LINES. \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines as more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

Including:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRES, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATION ERECTED AND KEPT IN ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., Apply to—W. STUART HARRISON, A.M. Inst. C.E., Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January, 1898.

BUDWEISER BEER.

EXTRA PALE, LAGER BEER, CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWERY ASSOCIATION, ST. LOUIS.

THE BEER IS QUARTER AND LEAD IN QUALITY AND Purity.

This Beer is brewed of best Saaz Hop and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full maturity age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1902. [2209]

When You Get a cool, refreshing drink you don't always stop to think of its wholesomeness—that's properly attended to in Rainier Beer.

Whether you want wholesomeness or good flavor, you get more in this drink than in any other, no exceptions.

A. S. WATSON & CO., LD., HONGKONG AGENTS.

1902

FOR SALE.

THE Underwriter have been instructed to offer for sale privately, Sanby Lot of Machinery, at the WANCHI 1 MACHINERY GODOWNS and ENGINEERING 1 STABLEMENT, CROSS LANE, HONGKONG.

Comprising:—STEAM LIFTING MACHINE, MARINE SCREW ENGINE, BOILER, TUBS, DRIVING ENGINE, LATHES, WINDLASS, CRANES, WINCHES, FIRE ENGINES, STEAM BOILERS, TEAM SCALES, EAR, S. RAM, HAMMER, ONE MECHYV. A. P. EN'S PATENT STE

HONGKONG, 27th October

MAILS WILL CLOSE.

COMMERCIAL.
CLOSING QUOTATIONS.

New York on the 1st inst. for Hongkong, China
and Japan.

VERNON & SMYTH, BROKERS

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

F. BLACKHEAD & Co.

THE WEATHER.

Valdivostok	7a	—	—	—	—	—
Nemuro	6a	29.52	—	—	SW	6
Hakodate ...	"	30.05	—	—	SW	6

On the 28th at 12.5 p.—The barometer has fallen considerably in NE. Japan and slightly over S. China and Philippines.

Wm. BURNETT & CO.
General
Ponape, R. I. January, 1901

Fr.	1	m	8 54 a	8 5	m	3 28	-0	3
			9 14	8 5		3 53 a.	1	1
Sal.	2	m	10 55	8 3	m	4 8	-0	4
			0 42 a	8 5		3 10 a.	1	8
			1 22	8 5	m	4 44	1	5

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LANE, CRAWFORD & CO

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